

APPENDIX D. CALIFORNIA AND PONY EXPRESS NATIONAL HISTORIC TRAILS--HIGH-POTENTIAL SITES

NO	SITE NAME	COUNTY	STATE	QUAD 1:100,000	DESCRIPTION	NATIONAL REGISTER STATUS	OWNERSHIP	TRAIL	THREATS TO RESOURCES / VISITOR SERVICES
1	Lower Independence Landing (Blue Mills)	Jackson	MO	Kansas City	The Lower Independence Landing is on the right bank of the Missouri River. This steamboat landing (and an earlier ferry operation) was used from about 1832 into the 1860s. Countless tons of trade goods carried on the Santa Fe Trail and numerous emigrants bound for California and Oregon left from this landing.	Listed	Private	Oregon, California	Site is undeveloped with no interpretation.
2	Upper Independence Landing (Wayne City)	Jackson	MO	Kansas City	It was the closest landing to Independence. The climb up the bluffs was difficult. It was well used until the flood of 1844 washed away the landing. It rivaled the landing at Blue Mills during the 1830s and 1840s and that at Westport from the 1840s through the 1850s.	Not listed	Private	Oregon, California	Site is undeveloped; overlook above the cement plant needs interpretation.
3	Independence Courthouse Square Complex	Jackson	MO	Kansas City	This site was the jumping-off point for the Oregon Trail and includes several historic buildings, monuments, and Independence Spring.	Listed	Public (City of Independence)	Oregon, California	Changes to historic scene over the years.
4	Santa Fe Trail Park Ruts	Jackson	MO	Kansas City	The trail is visible as a swale for approximately .25 mile at the creek crossing in this Independence city park near Santa Fe Road and 29th Street. There are intermittent swales and traces in a park, in an undeveloped field owned by the LDS Church, up through a couple of backyards to the southwest, and ending on the opposite side (east side) of 3122 Santa Fe Road.	Listed	Public	Oregon, California	Possible future development; no signage exists.
5	Rice-Tremonti House	Jackson	MO	Kansas City	Farmhouse built by Archibald Rice in 1844. It was mentioned by many Oregon-California diarists, especially in 1849, as a camping site. Foodstuffs were purchased here. The house, owned by the Tremonti family until recently, was purchased by a non-profit group.	Listed	Private (Non- profit)	California	Site could become a Missouri State Park when the mortgage is paid off; Santa Fe Trail-Daughters of the American Revolution marker and Raytown historical marker on site.
6	Eighty-Fifth Street Ruts	Jackson	MO	Olathe	Intermittent swales and traces in an urban setting, involving backyards and some church property. This alignment is the only one of up to three alternates that has traces left.	Not listed	Private	Oregon, California	Some interpretation may be possible with owners' consent.
7	Heart (Hart) Grove Campground	Jackson	MO	Olathe	On Heart Grove Creek, a tributary of the Big Blue River. Of particular note is that the Donner-Reed Party camped here in 1846.	Not listed	Private	California	Area has been severely impacted; some interpretation could be done on the site.
8	Minor Park / Red Bridge Crossing	Jackson	MO	Olathe	The emigrants encountered their first river crossing at this site. It was a preview of many rivers and streams to be negotiated on their long journey. The crossing was initially a ford; Red Bridge was constructed at this site in 1859.	Listed	Public (Kansas City Parks and Recreation)	Oregon, California	Overuse of city park; need interpretation of ruts and swales.
9	New Santa Fe	Jackson	MO	Olathe	This village, also called "Little Santa Fe," had its beginnings in the 1840's and was incorporated in 1852. At the turn of the century, it was annexed by Kansas City, MO. It was the last stop for emigrants to buy supplies before entering Indian territory. Although it was never an important outfitting town, it was mentioned by many diarists. The church and the cemetery with a faint trail swale are the only remains in this residential setting. New Santa Fe grew up at the western edge of Missouri, where the Big Blue campground developed west of the Red Bridge crossing. Trading stores were established here, especially to sell liquor, which was prohibited in the Indian lands west of Missouri. This was considered "edge of the wilderness" for emigrants making their way west. A cemetery, historical marker, and faint swale are all that remain of this site today.	Not listed	Private (New Santa Fe Church)	Oregon, California	None known; Santa Fe Trail-Daughters of the American Revolution marker at 122nd and State Line Road, one block west of the church and cemetery.

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10	Lone Elm Campground	Johnson	KS	Olathe	First major campground on Oregon, California and Santa Fe Trails.	Not listed	Private	Oregon, California	Encroaching subdivisions and commercial development by the city of Olathe.
11	Westport Landing	Jackson	MO	Kansas City	Westport Landing was located where Grand Avenue meets the southern bank of the Missouri River, just below the mouth of the Kansas River. The historic landing itself has been obliterated by modern developments, but its overall use remains that of a river port.	Not listed	Public	Oregon, California	None known
12	Westport	Jackson	MO	Kansas City	Platted by John C. McCoy in 1834, it became a busy trading post for the fur trade and for the newly relocated American Indian tribes across the border. By the mid-1840's Westport began to rival Independence as the principal outfitting town for overland traders. Several buildings remain from the early 1850's.	Not listed	Private	Oregon, California	The area is part of a thriving business, restaurant, and retail area. Considerable signage exists, mostly by the Westport Historical Society.
13	Shawnee Methodist Mission	Johnson	KS	Kansas City	This site includes 12 acres and three 2-story original buildings in an urban setting. The mission relocated to the spot in 1839, when one of the three above buildings was built. Mentioned in many 1840's diaries, it was a popular camping spot. This was one of the first missions to serve the Indians in Indian Territory.	Listed	Public (Kansas State Historical Society)	Oregon, California	No threats, but more trail interpretation should be done by the Kansas State Historical Society.
14	Shawnee Baptist Mission	Johnson	KS	Kansas City	Established in the 1830s, it lasted until 1855, after the Kansas Territory was opened for settlement. It's location is on the North Westport Trail, which also fed into the Westport / Lawrence (California Road) and the Gum Springs / Fort Leavenworth routes. Mentioned by diarists frequently as one of the three Shawnee Missions in the immediate area.	Not listed	Private	California	The site of the church and cemetery has now vanished.
15	Shawnee Quaker Mission	Johnson	KS	Kansas City	Built in the 1830s by the Society of Friends, commonly called Quakers. The three-story building stood until 1922. It was one of three missions to the Shawnee Indians established after their removal to Indian Territory following the Indian Removal Act of 1830; along with the Baptist and Methodist Missions.	Not listed	Private	California	Kansas State Historical Society and Shawnee Mission Parkway markers are nearby.
16	Sapling Grove	Johnson	KS	Olathe	Used as a rendezvous point for trail travelers, in particular the Bidwell-Bartleson party in 1841. It is on the headwaters of Turkey Creek and mostly contained in Comanche Park.	Not listed	Public	California	None
17	Prairie Village Ruts	Johnson	KS	Olathe	Shallow swale preserved in a public park. Has been certified as a part of the Santa Fe National Historic Trail and has extensive exhibits and markers showing trail history.	Not listed	Public (City of Prairie Village)	California	None known
18	Flat Rock Creek / Indian Creek Crossing	Johnson	KS	Olathe	A crossing that dates back to the George C. Sibley Santa Fe Trail Survey of 1825-1827. On the Main Westport route, it was also a frequent campsite for emigrants. The site is now a part of Float Rock Creek Park, a city park of Lenexa, Kansas.	Not listed	Public (City of Lenexa)	California	No traces remain of the crossing; disturbed for residential and park improvements.
19	Elm Grove Campground	Johnson	KS	Olathe	Elm Grove campground is located at the crossing of Cedar Creek. This campground's name was often confused by diarists with Lone Elm, and vice-versa. It was first called Caravan Grove, but as the trees gradually disappeared, its name was changed.	Not listed	Private	Oregon, California	Encroaching development from nearby town of Olathe. Site needs preservation and interpretation as the property is developed.
20	Junction of the Oregon-California & Santa Fe Trails	Johnson	KS	Olathe	This is where the Oregon and California Trails split from the Santa Fe Trail. The actual junction site probably moved around the surrounding area over the years.	Not listed	Private	Oregon, California	Farming impacts the whole area; to the south is a roadside park on U.S. 56 with a Kansas State Historical Society marker; needs additional interpretation.

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21	Lower Bluejacket Crossing of the Wakarusa River	Douglas	KS	Lawrence	Site is named for Charles Bluejacket, a half-breed Shawnee Indian who operated a road house and a ferry here. This crossing was heavily used, but it is only one of at least four crossing sites of this difficult Wakarusa River on the main Oregon-California Trail. It was a major crossing used by the Westport-Lawrence (California Road) alternate route.	Not listed	Private	California	Some interpretation could be done on the county road ¼ mile to the south (with landowner consent).
22	Upper Bluejacket Crossing of the Wakarusa River	Douglas	KS	Lawrence	Highly visible and well-preserved ruts on SE side of the river. Evidence of the crossing on the northwest bank has been obliterated by flooding and excavation work. This crossing may not have been used as much as the Lower Bluejacket, but is the one with extant remains.	Not listed	Private	Oregon, California	Some interpretation might be done on the nearby County Road with the consent of the owners.
23	Blue Mound	Douglas	KS	Lawrence	Blue Mound is approximately 150 feet high, ½ mile long, and one of a series of mounds in this area. John Fremont used it as a signal point in 1843. The trail went on the south edge of the mound on its way to the Upper Wakarusa Crossing.	Not listed	Private	Oregon, California	Undisturbed; it has been used as a ski slope in the past; now it is a tree-covered pastureland. No interpretation exists. Nearby county roads give opportunity to interpret the trail and this landmark.
24	Upper Wakarusa Crossing / Blanton's Bridge	Douglas	KS	Lawrence	This crossing of the difficult Wakarusa River rivaled the lower Bluejacket Crossings. The bridge was built in 1854 by James Abbott. Napoleon Blanton bought the farmland around it the next year, thus the name.	Not listed	Private	California	No extant remains; there should be some interpretation done on nearby US Hwy 59.
25	Pellant Ruts	Shawnee	KS	Topeka	Named for the current owner of the property, three very dramatic swales run for about 100 yards.	Not listed	Private	Oregon, California	The house is fairly new and the owner is very proud of the site.
26	Kansas River Crossing / Papin's Ferry	Shawnee	KS	Topeka	This was the most popular crossing site of the Kansas River. Papin's Ferry was established by the French Papin brothers by 1843 and lasted into the mid 1850s. The river has moved very little at this site and is now an industrial park at the river's edge.	Not listed	Private	Oregon, California	None known
27	Baptist Mission to the Potawatomi Indians	Shawnee	KS	Topeka	Built in 1848 of stone, the 2-story building was used until the 1860s and was sold by the Baptists. A farmer used it as a barn. It has been restored and is now the offices for the museum. It is mentioned often by emigrants from 1848, on their way to the Smith or Union Ferries.	N/I	Public (Kansas State Historical Society)	California	The site could use more trail interpretation; museum, library, and gift shop.
28	Smith's Ferry at the Kansas River	Shawnee	KS	Topeka	Established in 1847, this ferry operated for about eight years and handled a lot of overland traffic--somewhat as an overflow from Papin's Ferry. Operated by Sidney Smith, this ferry outlasted both the Papin and Union ferries. Two other ferries operated nearby, and this general site came to be known as "The Great Crossing."	Not listed	Private	California	Site is not visible because of flooding. Some interpretation should be done at the museum / Baptist Mission site.
29	Union Town Complex	Shawnee	KS	Topeka	Founded in 1848 as a Potawatomi Indian Agency and trading post, it was mentioned by many diarists. It was short-lived, succumbing to a cholera epidemic in 1852 and slowly vanishing. Today it is a field near the Union Town Cemetery. The cemetery contains some 19 th century graves, but no marked emigrant graves. The ford pre-existed trail days. It was located a few hundred yards west of the Willard Bridge on the county road that forms the Shawnee-Wabaunses County line. The ferry was ½ mile to the west and was owned by the Potawatomi Indians but operated by a man named Louis Darling. It began operation in 1849 and operated through 1852.	Not listed	Private	California	Extensive interpretation ought to be done. A 150-year-old house is on the property plus a deteriorating smoke house from the trading post era.

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30	Gum Springs	Johnson	KS	Kansas City	An area of springs which served as a meeting place of Indian Trails and later, several branches of trails involving the Oregon, California, Santa Fe, Ft. Leavenworth, and Military routes. The springs are not in a residential area, but they feed a pond and a stream. The Shawnee Indian Council House and Church existed on the west side of Ballentine Street. The still extant Bluejacket Indian Cemetery is adjacent; owned by the Kansas State Historical Society.	Not listed	Private, except for cemetery	California	Kansas State Historical Society needs to maintain the cemetery and provide additional interpretation.
31	Grinter House and Ferry (Delaware Ferry)	Wyandotte	KS	Kansas City	The earliest known ferry on the Kansas River, it was established by Moses Grinter in 1831 at the site of a well-used crossing on the Delaware Indian Reserve. This route was used by emigrants traveling from Westport, to Grinter Springs, to Ft. Leavenworth. The house was built by Grinter in 1857, and is now restored.	No information available at this time	Public (Kansas State Historical Society)	California	Ferry and crossing site are not extant because of flooding; Grinter House, tours, events, and gift shop.
32	Fort Leavenworth and Ruts	Leavenworth	KS	Kansas City	Established in 1827, in part to furnish protection for the Santa Fe Trail trade route, it was chiefly a supply point for the Mexican War and for the southwest. But it also was a convenient jumping off point for Oregon-California emigrants. Also, many emigrants jumped off the Missouri River at Westport Landing, outfitted at Westport, and went up the old Gum Springs Road to the Ft. Leavenworth branch of the Fort Leavenworth / Fort Scott Military Road. A good Missouri River landing existed there. The fort is still an important US Army training post. A dramatic, 50 yard rut swale can be seen coming up from the Missouri River Landing, heading west toward the old fort parade grounds.	Not listed	Public (U.S. Army)	California	Ft. Leavenworth is well preserved and the ruts well marked. The trails toward Topeka (the Ft. Leavenworth / Ft. Riley route) and Marysville should also be marked; they are the same route out to the eight mile fence site.
33	St. Mary's Mission	Pottawatomie	KS	Manhattan	This was a Jesuit school for Potawatomi Indians and an important emigrant stopping point.	Not listed	Private	Oregon, California	None known
34	Vieux Cemetery / Red Vermillion Crossing	Pottawatomie	KS	Manhattan	In 1847 or 1848, Louis Vieux, a mixed-blood Potawatomi Indian, established a toll bridge at the crossing site of the Red Vermillion River. Vieux charged a \$1.00 fee to cross the bridge and also sold hay and grain to the emigrants. Because of plentiful water, grass, and wood, the east bank of the Red Vermillion River was a favorite camping spot. In 1849, an epidemic of Asiatic cholera struck a large wagon train camped at the river and left 50 dead within a week. Survivors carefully buried the victims and marked each grave with a slab of limestone, upon which the name and date of burial was carved. One stone, protected by a fence, survives from the cholera victim's cemetery.	Listed	Public	Oregon, California	The modern bridge intrudes on historic scene; the fence around the remaining grave is also intrusive, yet it protects the site from vandalism. Both the cemetery and the crossing site need interpretation.
35	Scott Spring	Pottawatomie	KS	Manhattan	Oregon Trail Park was a cooperative pride project to commemorate the 150th anniversary of the Oregon Trail, which involved four historical societies. This is the site of an emigrant campsite adjacent to Scott Spring. The site includes a sculptured covered wagon and oxen team, historic signs, and Burr Oak trees (planted in all seven states within which the Oregon Trail crossed).	Not listed	Public	Oregon, California	None known
36	Coon Creek / Marshall Grave	Pottawatomie	KS	Manhattan	The Oregon-California Trail crosses Coon Creek on a solid rock ford at the south edge of the section. The trail passes a clear spring and campsite. SM Marshall's grave is on the high promontory to the west. Two swales, fifteen feet deep, are north of the spring. Climbing the hill, the trail is seven swales wide. Marshall's grave is marked with an iron fence erected by the Rock Creek Historical Society.	Not listed	Private	Oregon, California	None known
37	Black Vermillion Crossing	Marshall	KS	Blue Rapids	Although there are no extant resources at the site, a marker commemorates the site on a nearby roadway. It has been there for 70 years, indicating the crossing was "70 rods north and 38 rods west" of the marker.	Not listed	Private	Oregon, California	None known

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38	Alcove Spring	Marshall	KS	Blue Rapids	This is a picturesque area and a favorite campsite near the Independence Crossing of the Big Blue River.	Listed	Private (Alcove Spring Historical Trust)	Oregon, California	Vandalism, vegetation overgrowth.
39	St. Joseph River Front Ferry Landing	Buchanan	MO	St. Joseph	The historic landing itself has been obliterated by Missouri River flooding and the presence of a double-deck highway. The city has made the area a park and landing site with interpretation. Francis Street for one block leading to the River Front Park still has had, until recently, the original paving stones from the emigration period. The city has been restoring this block and would like to do some interpretation.	Not listed	Public (St. Joseph Parks and Recreation Department)	California, Pony Express	Need to increase interpretation. Urban development and gambling casino moored on the left bank of the Missouri River intrude on the historic scene.
40	Pony Express Stable (Pike's Peak Stable)	Buchanan	MO	St. Joseph	The original building, known as the Pike's Peak Stable, was built in 1858 to accommodate horses used by the local freight and stagecoach company. In 1860, the building was purchased by the Central Overland California and Pike's Peak Express Company for the Pony Express, to serve the same purpose. The original wooden structure was replaced by brick in 1888, but used some original posts and beams. In 1950, the Goetz Foundation restored the building to its 1888 brick appearance and established a museum dedicated to the Pony Express.	Listed	Private (Pony Express, Inc.)	Pony Express	None known
41	The Patee House	Buchanan	MO	St. Joseph	The Patee House was built by John Patee in 1858 and was recognized at that time as the most luxurious hotel west of the Mississippi River. In 1860, Russell, Majors, and Waddell established the St. Joseph offices of the Central Overland California and Pikes Peak Express Company in the hotel. The Patee House is the original four-story brick structure, now 140 years old. It is presently a museum of communications and transportation, including the restored Pony Express office.	National Historic Landmark	Private	Pony Express	None known
42	Swale Leading to Wolf River Crossing	Doniphan	KS	Atchison	The swale is on the west side of the hill leading down into the valley of the Wolf River.	Not listed	Private	California	Needs interpretation
43	Iowa, Sac, and Fox Presbyterian Mission	Doniphan	KS	Atchison	The mission building, constructed in 1846, and the missionary site were almost universally described in emigrant diaries. It was located near the Great Nemaha Sub-agents Headquarters at the junction of the main route of the St. Joe Road of the California Trail and the feeder trails from Ft. Leavenworth and Iowa Point crossings. A swale remains east of the mission building.	Listed	Public (Kansas State Historical Society)	California	None known
44	Nemaha River Crossing	Nemaha	KS	Blue Rapids	This is one of three major river crossings of the St. Joe Road of the California Trail in present-day Kansas. A limestone ledge at the crossing site is still visible.	Not listed	Private	California	None known
45	Clear Creek Swale	Nemaha	KS	Blue Rapids	The swale is on the west side of the crest of the hill and leads down into the Clear Creek Valley. Today, trees have grown up in the swale. Because of the fertile mid-western soil, it is possible for trees to grow in an area formerly crossed by a trail.	Not listed	Private	California	None known
46	Guittard Station Swales	Marshall	KS	Blue Rapids	This site contains one of the few swales of the Pony Express left in Kansas.	Not listed	Private	Pony Express	None known
47	Marysville Station	Marshall	KS	Blue Rapids	In 1859, Joseph H. Cottrell and Hank Williams contracted with Russell, Majors, and Waddell to build and lease a livery stable for use by the Pony Express. Riders stayed at the nearby American Hotel, which was north of the livery stable. The north end of the stone stable served as a blacksmith shop, and stalls were on the other side. The station now serves as a museum.	Listed	Private	Pony Express	None known; the site is operated as a museum open to the public.
48	Marshall Ferry	Marshall	KS	Blue Rapids	This site, on the west edge of Marysville, was one of the three major river crossings of the St. Joe Road in present-day Kansas. A stone monument marks and interprets the site.	Not listed	Private	California, Pony Express	None known; interpretive panels and reconstructed ferry on roadside park.
49	Junction of St. Joe & Independence Roads	Washington	KS	Blue Rapids	This is where the St. Joe and Independence Roads joined. There are two markers in the vicinity.	Not listed	Private	Oregon, California, Pony Express	None known

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50	Hollenberg Station	Washington	KS	Blue Rapids	Ranch where emigrants obtained provisions. It later became a stage station and a Pony Express station. The original building still stands and houses a museum.	National Historic Landmark	Public (Kansas State Historical Society)	Oregon, California, Pony Express	The site is well protected; it has a museum, several historic markers and monuments.
51	Rock Creek Station	Jefferson	NE	Fairbury	It was a supply point for later emigrants, a stagecoach station, and a Pony Express station. About 1,600 feet of ruts are visible.	Listed	Public (Nebraska Game and Parks Commission)	Oregon, California, Pony Express	Staff and funding needs; accessibility for handicapped visitors; it offers limited interpretation of the overland trails experience.
52	George Winslow Grave	Jefferson	NE	Fairbury	This site is the location of a famous Oregon Trail grave and has a short stretch of ruts.	Listed	Private	Oregon, California	None known
53	The Narrows	Nuckolls	NE	Fairbury	The trail is confined at the Narrows between the Little Blue River and the bluffs. This made travelers vulnerable to Indian attacks.	Listed	Private	Oregon, California, Pony Express	Nuckolls County officials and the Nebraska chapter of OCTA could negotiate an agreement with the owner to allow visitors to hike to the bluffs above the river. A nearby interpretive panel interprets the story of the 1864 Indian attacks and their effects on the territory.
54	Thirty-Two Mile Station	Adams	NE	Grand Island	This site was a way-station serving emigrants, stagecoaches, and freight trains. It was named for its distance to Fort Kearny.	Listed	Private	Oregon, California, Pony Express	Improved interpretation
55	Susan Hail Grave	Adams	NE	Grand Island	Visible trail ruts are nearby. From this site emigrants got their first view of the Platte River Valley.	Listed	Private	Oregon, California	Interpretation and preservation of the site, surrounding swales, and viewshed.
56	Nebraska City Complex	Otoe	NE	Nebraska City	Nebraska ferry landing site and Old Freighters Museum. Old Fort Kearny was established at Table Creek in 1846, at the site of future Nebraska City (which was eventually established in 1854). When the new Fort Kearny was begun, to better provide protection from American Indian tribes, old Fort Kearny was abandoned. Later, the city grew and became a significant jumping-off place for emigrants and freighters.	Not listed	Public	California (Nebraska City Road)	None known
57	Salt Creek Ford	Lancaster	NE	Lincoln	The Fort Kearny Road crossed Salt Creek at this location on a rock crossing. Creek banks were cut down to provide a ramp for traffic.	Not listed	Private	California (Nebraska City Road)	None known
58	Crossing of the Elkhorn River	Douglas	NE	Fremont	This was the first major river crossing west of the Missouri River.	Not listed	Private	California, Mormon Pioneer	None known; an exhibit is planned.
59	Loup River Ford	Nance	NE	David City	At this site, emigrants traveling along the north side of the Platte River crossed the Loup River.	Not listed	Private	California, Mormon Pioneer	None known
60	Murdock Site	Hall	NE	Grand Island	This 2.4 acre site is on the south side of the Wood River. The trails crossed the tract in a northeast to southwesterly direction. During the 1860s, a sawmill and dwelling were located there and referred to as the Murdock Homestead. The site also contains evidence of prehistoric occupation.	Not listed	Private (Hall County Historical Society)	California, Mormon Pioneer	None known

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61	Fort Kearny	Kearney	NE	Kearney	Fort Kearny was established by the U.S. Army in 1848 to protect travelers going west from Indian attacks. This military post was strategically located at a junction where various eastern feeder trails merged, forming one broad and vast trail. The Pony Express used this site because it was the telegraph terminus from the beginning of November until July 1861, when the line was built further west, toward Salt Lake City. Although none of the original buildings survived, the Nebraska Game and Parks Commission has reconstructed two of the fort buildings.	Listed	Public (Nebraska Game and Parks Commission)	Oregon, California, Pony Express	Need to increase the interpretation of historic trails at the site.
62	Plum Creek	Phelps	NE	Kearney	Campsite, stage station, Pony Express station, massacre site, and cemetery.	Not listed	Public	Oregon, California, Pony Express	None known
63	Dan Smith West Ranch	Dawson	NE	Gothenberg	It was one of a series of road ranches where emigrants could obtain supplies.	Not listed	Private	Oregon, California	Improved interpretation.
64	Fort McPherson	Lincoln	NE	North Platte	One of a series of military posts established to protect the emigrants and a major camping, supply, and refitting location.	Listed	Public	Oregon, California	None known
65	O'Fallon's Bluff	Lincoln	NE	Ogallala	Natural landmark and location of trail ruts along I-80. A Pony Express station was also located near the bluffs.	Listed	Public (Nebraska Department of Roads)	Oregon, California, Pony Express	Signs are needed on Interstate 80 to direct visitors to the area; interpretive signs near the visible swale.
66	Sand Hill Ruts	Lincoln	NE	Ogallala	This is one of the few points where the emigrants had to leave the river to go up across the hills.	Not listed	Private	California, Mormon Pioneer	None known
67	California Hill / Upper Crossing of South Platte River (later known as Old California Crossing or Lower California Crossing)	Keith	NE	Ogallala	California Hill, encountered immediately after crossing the South Platte River, was the first major grade faced by the emigrants. Crossing the South Platte allowed emigrants to reach the North Platte River and follow it toward South Pass, the gateway to the west. Several crossing sites were used, but the Upper Crossing was the most important because it led directly into Ash Hollow, the best approach to the North Platte. Imposing trail ruts are visible at this site.	Listed	Private (OCTA)	Oregon, California,	Access, interpretation
68	Ash Hollow Complex-Windlass Hill	Garden	NE	Chappell	Ash Hollow Complex is a natural landmark, which contains a campsite and a cemetery and serves as the gateway to the North Platte Valley. It includes the Ash Hollow Spring, Rachel Pattison Grave, Windlass Hill, and good drinking water. An often mentioned grave at the north end of Ash Hollow in small cemetery contains the remains of other deceased emigrants. Windlass Hill was a difficult descent, which left five scars (remnants) down its sides. The source of the name is missing. Emigrants never referred to it by that name.	Listed	Public (Nebraska Game and Parks Commission)	Oregon, California	None known
69	Ancient Bluffs Ruins	Morrill	NE	Crescent Lake	Frequently mentioned landmark; often explored by emigrants.	Not listed	Private	California, Mormon Pioneer	Need for interpretation and adequate access.
70	Amanda Lamin Grave	Morrill	NE	Crescent Lake	This site contains a famous gravesite of a 28-year-old emigrant who died of cholera in 1850. Also, trail ruts are nearby.	Listed	Private	Oregon, California	Minimal threats; need interpretation, which could cause excessive visitation.
71	Courthouse Rock / Jail Rock	Morrill	NE	Scottsbluff	This site is one of several important natural landmarks in Nebraska.	Listed	Public (City of Bridgeport and Nebraska State Historical Society)	Oregon, California, Mormon Pioneer, Pony Express	Dirt bikes, vandalism, all terrain vehicles / four-wheel-drive vehicles all pose threats to resources at this site. Interpretation is needed.

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72	Chimney Rock	Morrill	NE	Scottsbluff	Chimney Rock is one of the most famous natural landmarks along the emigrant trail corridor.	Listed	Public (Nebraska State Historical Society)	Oregon, California, Mormon Pioneer, Pony Express	None known; visitor center at the location.
73	Scotts Bluff National Monument / Mitchell Pass	Scotts Bluff	NE	Scottsbluff	It was the first of many imposing barriers that travelers would encounter as they made their way west. Scotts Bluff was also the last famous landmark along the Great Platte River Road in Nebraska. The Pony Express relay station was approximately 3 miles west of the gap and close to the river, near where Fort Mitchell once stood.	National Historic Landmark / National Natural Landmark.	Public (National Park Service)	Oregon, California, Mormon Pioneer, Pony Express	Obtain scenic easements; visual intrusions and potential urban sprawl from Gering and Scottsbluff.
74	Robidoux Pass	Scotts Bluff	NE	Scottsbluff	The pass forms a broad U-shaped opening in the semicircular line of bluffs composing the Wildcat Hills. The ordeal to climb to its summit was mitigated by fresh spring water and wood, two commodities that were quite scarce along the Platte River. The pass takes its name from Joseph E. Robidoux, an early trader whose family established a trading post and a blacksmith shop there in 1848. At that time, Robidoux's post was the first habitation encountered west of Fort Kearny on the Oregon Trail.	National Historic Landmark	Private	Oregon, California	Threats have been made by a landowner to turn under the ruts.
75	Horse Creek Treaty Grounds	Scotts Bluff	NE	Scottsbluff	This is the site of the signing of the first Fort Laramie Treaty in 1851, which established tribal grounds and the right of emigrant travel along the trails.	Not listed	Private	Oregon, California	None known
76	Fort Laramie National Historic Site	Goshen	WY	Torrington	Fort Laramie traces its origins to Fort William, a fur trading post constructed on the site in 1834. For the next 15 years, it served as an important outfitting and resupply point for fur trappers, emigrants, and military expeditions. Acquired by the United States in 1849, it became one of the most important bases of the United States Army in the trans-Mississippi West. It continued to serve as a stop for overland emigrants and also was a station for the Pony Express. The fort served as the site of important diplomatic negotiations with the tribes of the northern plains. Ft. Laramie was an important installation during the Indian conflicts of the 1850-1890 period. Mexican Hill (privately owned) and Bedlam Ruts (administered by BLM) are in the vicinity of Fort Laramie. Mexican Hill is steep and cuts through the river bluffs to the flood plain. Impressive trail ruts lead up to the hill from the east.	National Historic Landmark	Public (NPS) / private	Oregon, California, Mormon Pioneer, Pony Express	None known
77	Register Cliff	Platte	WY	Torrington	This site is among the most famous of the surviving emigrant registers, where thousands of names were inscribed on a line of cliffs. The sandstone cliffs east and west of Register Cliff also contain hundreds of well-preserved emigrant inscriptions.	Listed	Public (State of Wyoming) / private	Oregon, California, Mormon Pioneer	Natural deterioration, vandalism, National Guard activities on sites to the west; need to update interpretive material.
78	Guernsey Ruts (Deep Rut Hill)	Platte	WY	Torrington	This site contains impressive trail ruts, worn in rock to a depth of 5 feet in places.	National Historic Landmark	Public (State of Wyoming)	Oregon, California, Mormon Pioneer, Pony Express	This site needs more appropriate development. The state of Wyoming has some plans for the site. At a minimum, it needs better marking and interpretation, and visitor use should be channeled to protect the ruts and surrounding terrain from the effects of indiscriminate wandering.
79	Warm Springs Canyon	Platte	WY	Torrington	This was a prominent site along the emigrant trail and has often been called the "emigrants' wash tub." The spring still flows strongly and the site is in nearly pristine condition.	Not listed	Private	Oregon, California, Mormon Pioneer	None known

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80	Laramie Peak	Albany	WY	Laramie Peak	This landmark guided emigrants travel for many days.	Not listed	Public (Forest Service-Medicine Bow NF)	Oregon, California, Mormon Pioneer, Pony Express	None known
81	Ayres Natural Bridge	Converse	WY	Douglas	This is a natural feature often mentioned in diaries and visited by emigrants, many of whom used the area as a campsite. The natural bridge is in a beautiful, red rock canyon, which offered good water and plentiful forage for animals.	Not listed	Public (State Park)	Oregon, California, Mormon Pioneer	Overuse; needs improved interpretive program.
82	Reshaw Bridge (Richard's Second Bridge)	Natrona	WY	Casper	Constructed in 1852-53 by John Richard, a mountain man, Indian trader, and ferry owner, this bridge was the successor to Richard's first bridge in the Deer Creek area. Richard was a "Canadian Frenchman," and his name was often pronounced "Reshaw," according to William K. Sloan, an 1853 emigrant. The bridge was located 6-7 miles below the upper crossing and competed with a Mormon Ferry (1849). It is mentioned in numerous 1853 diaries with construction costs estimated at between \$14,000 and \$16,000. It was the dominant crossing of the North Platte for many years, even after construction of the Guinard Bridge at Fort Casper	Not listed	Public (City of Evansville, and State of Wyoming)	California	It could use more interpretation. In 1996, the replica bridge had begun to deteriorate and its status is not clear at this time.
83	Mormon Ferry (1849)	Natrona	WY	Casper	This was a Mormon-operated ferry site at the crossing of the North Platte River.	Not listed	Public (City of Casper)	Oregon, California	None known
84	Fort Caspar	Natrona	WY	Casper	This is a reconstructed fort complex.	Listed	Public (City of Casper)	Oregon, California	None known
85	Upper Platte Ferry and Ford (1847)	Natrona	WY	Casper	In 1847, the Mormon Pioneers obtained timber from the nearby mountains to build and operate a ferry across the river. This ferry was maintained for the use of both Mormon parties and non-Mormon emigrants. A new ferry was built further downstream in 1849.	Not listed	Public (City of Casper)	Oregon, California, Mormon Pioneer	None known
86	Bessemer Bend / Red Buttes Crossing	Natrona	WY	Casper	This site provided the last available alternate for crossing the North Platte River. The Red Buttes, a physical feature to the south of the river, helped identify this crossing site and made it a minor landmark on the emigrant trails. Use of the Bessemer Bend site declined after 1847. There are two trail branches on the north side of the river; one was used by the Pony Express and the military, the other by emigrants to California. On the south side of the river, Oregon and some Mormon Pioneer branches exist.	Not listed	Public (BLM)	Oregon, California, Pony Express	The site is adequately protected and excellently interpreted by the Bureau of Land Management; interpretation will be updated within three years.
87	Emigrant Gap	Natrona	WY	Casper	Emigrants who used the Mormon Ferry crossing of the North Platte River passed through Emigrant Gap. The gap is a shallow pass through a ridge west of Casper. From this point, travelers were afforded a grand and sweeping view to the west, the scene of their next week's travel. From this spot, they began their ascent into the Rocky Mountains, which gradually led up and over the Continental Divide at South Pass.	Not listed	Public (BLM) / private	Oregon, California, Mormon Pioneer	BLM interpretive panel.
88	Avenue of Rocks	Natrona	WY	Casper	Natural rock formations rise above the Wyoming rangeland. At the end of Rock Avenue is the Devil's Backbone, described by the British explorer and traveler Richard Burton in 1860 as a "jagged, broken ridge of huge sandstone boulders, tilted edgeways, and running in a line over the crest of a long roll of land . . . like the vertebrae of some great sea-serpent . . ."	Not listed	Public (State of Wyoming)	Oregon, California, Mormon Pioneer, Pony Express	Vandalism and expanding erosion on country roads are the main threats. This site needs interpretation of the natural formation and the emigrant trails.
89	Willow Springs	Natrona	WY	Casper	Willow Springs provided the first safe water west of Casper and was a popular camping site. Visible trail ruts ascend Prospect Hill to west. This was also a Pony Express relay station site. The station was a small rough building with no corral.	Not listed	Private	Oregon, California, Mormon Pioneer, Pony Express	Low-key and unobtrusive interpretive panels should be selectively placed in areas pointing out trail related geographical features.

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90	Prospect (Ryan) Hill	Natrona	WY	Casper	Just west of Willow Springs is a low ridge, called Prospect Hill, where the emigrants gained their first sight of the Sweetwater Mountains to the west. The 400-foot climb up the hill was very hard on draft animals. The name reportedly came because emigrants could see the gentle valley of the Sweetwater River, giving them hope or good prospects for better water and an easier road ahead.	Not listed	Public (BLM)	Oregon, California, Mormon Pioneer, Pony Express	Mineral development; a BLM interpretive marker is located at the top of Prospect Hill.
91	Saleratus Lake (Soda Lake)	Natrona	WY	Rattlesnake Hills	One mile northeast of Independence Rock. A natural source for salt and bicarbonate along the trail.	Not listed	Private	Oregon, California	Opportunity to negotiate an agreement with private owner for access.
92	Independence Rock	Natrona	WY	Bairoil	Independence Rock is among the most noted landmarks on the emigrant trails west of Fort Laramie. An outcrop of granite rock of oval shape, it is 1,900 feet long and 700 feet wide; it rises 128 feet above the range. The rock derived its name from a party of fur trappers who camped there and celebrated Independence Day in their own style on July 4, 1824. Independence Rock was a campsite and was used by emigrants to inscribe their names and messages.	National Historic Landmark	Public (State of Wyoming)	Oregon, California, Mormon Pioneer, Pony Express	Overuse; need for a complete inventory of inscriptions; lichen growth is encroaching on several panels.
93	Devil's Gate	Natrona	WY	Bairoil	Devil's Gate is a deep, narrow cleft, carved by the Sweetwater River, 370 feet deep, 1,500 feet long, and only 50 feet wide in places. Devil's Gate is among the more interesting geographical landmarks along the emigrant trails. This natural feature became visible approximately 15 miles to the east. It functioned as a frequent resting and camping place and is thought to have more than 20 graves in the immediate vicinity, although only one is marked. There are inscriptions on the rocks. This site is also near a Pony Express relay station.	Listed	Public (BLM / State of Wyoming)	Oregon, California, Mormon Pioneer, Pony Express	This would be an ideal place to do a cultural landscape report. However, this site should not be publicized too much because it will not withstand a tremendous amount of use. BLM provides interpretation at the Devil's Gate Interpretive site.
94	Split Rock	Fremont	WY	Bairoil	Split Rock is another prominent geographical feature within the South Pass segment. The Split Rock Pony Express station site is on private land and is part of an existing ranch homesite.	Not listed	Public (BLM) / private	Oregon, California, Mormon Pioneer, Pony Express	Access to trail; a short distance east of the Split Rock station, BLM has developed an attractive rest area / interpretive site that provides interpretation of the area and its history.
95	Three Crossings	Fremont	WY	Rattlesnake Hills	At this narrow canyon emigrants were faced with three difficult crossings of the Sweetwater River. Emigrants had a choice; they could travel via the "deep sand" alternate route to the south of the Sweetwater or they could follow the river through a narrow canyon, a trip that required crossing the Sweetwater three times within 2 miles. Most emigrants followed the river route because pulling the wagon across the deep sand was exhausting. A Pony Express and military outpost station were located here.	Not listed	Public (BLM) / private	Oregon, California, Mormon Pioneer, Pony Express	Buildings from a near-by uranium-processing plant have been torn down, and the mill site has been under a reclamation effort for several years. BLM would like to acquire the site but might not be able to do so because the area may be contaminated.
96	Ice Slough	Fremont	WY	Lander	The site was the location of a cold spring, where emigrants occasionally found ice underneath the soil until late summer. It became a major camping site for travelers who enjoyed the cold refreshment after several days of dry and dusty terrain.	Not listed	Public (BLM) / private	Oregon, California, Mormon Pioneer, Pony Express	Hydric soils are susceptible to trampling damage by wild horses and season-long livestock grazing that has occurred for over a century. This has caused a loss of humus that provided the insulation to facilitate the maintenance of ice. Access to site is across private land.

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97	Rocky Ridge Station	Fremont	WY	South Pass	A Pony Express and military outpost station was located here. The site was sometimes referred to as St. Mary's Station.	Not listed	Private	Pony Express	Need cooperative agreement with private landowner for possible access.
98	Rocky Ridge	Fremont	WY	South Pass	A barren, rocky ridge up which the California, Oregon, Pony Express, and Mormon Pioneer Trails ascended after leaving the Sweetwater River valley.	Not listed	Public (BLM)	Oregon, California, Mormon Pioneer, Pony Express	Needs a cultural landscape report; the site has great visual integrity and does not appear to have been disturbed much; overuse may be a problem with increased visitation.
99	Burnt Ranch	Fremont	WY	South Pass	This was one of the great hubs of emigrant trail activity. It is the site of the ninth and final crossing of the Sweetwater River; one branch of the Seminole Cutoff rejoins the main trail route here; the Lander Road branched off to the northwest here. Burnt Ranch also served as a Pony Express station and was a popular campsite for emigrants. An Oregon-California trail marker from 1913 still stands.	Nominated	Private	Oregon, California, Pony Express	None known
100	South Pass	Fremont	WY	South Pass	South Pass is perhaps the most important landmark along the emigrant trails. It marked the emigrants' arrival at the end of the long ascent to the Continental Divide and was thought to be the half-way point along the trail. South Pass is the wide and flat summit of a long and gradually ascending plateau, with low ridges and hills on both sides, and a wide sage and grass covered saddle between.	National Historic Landmark	Public (BLM)	Oregon, California, Mormon Pioneer, Pony Express	Potential pipeline crossing of this area would intrude on the exceptional historic character of the site.
101	Pacific Springs	Fremont	WY	South Pass	Emigrants often camped at this site, which provided the first good water source west of the South Pass.	Not listed	Private	Oregon, California, Mormon Pioneer, Pony Express	Vandalism
102	Dry Sandy Crossing	Sublette	WY	Farson	The first water source west of Pacific Springs and a difficult stream crossing.	Not listed	Private	Oregon, California, Mormon Pioneer	None known
103	Parting of the Ways	Sweetwater	WY	Farson	This site is at the junction of the Oregon Trail and the Sublette cutoff. It is in the midst of a wide-open expanse of land, with the two trails branching out from the junction. Both trails are plainly visible, and the eye can follow them for miles towards the horizon. At this point, emigrants had to make the hard decision whether to save 46 miles by taking the Sublette Cutoff, which bypassed the southern loop through Ft. Bridger but also offered 50 miles of travel with no water. Decisions were based on the condition of the animals, people, and supplies, as well as grass conditions. In 1849 about one-third of the emigrants took the cutoff.	Listed	Public (BLM)	Oregon, California, Mormon Pioneer, Pony Express	Encroaching mineral exploration and development.
104	Little Sandy Crossing	Sweetwater	WY	Farson	This site provided a good source of water and served as a campsite on the road to Fort Bridger. There are numerous emigrant graves located here.	Not listed	Public (BLM) / private	Oregon, California, Mormon Pioneer, Pony Express	None known
105	Big Sandy Crossing	Sweetwater	WY	Farson	It was a difficult stream crossing and the location of a stage and Pony Express station. There are excellent examples of pristine ruts nearby.	Not listed	Public (BLM) / private	Oregon, California, Mormon Pioneer, Pony Express	Currently there are few threats to the site because of limited access. However, vehicle overuse in the future could threaten nearby ruts, as well as degrade the nature of the river crossing.

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106	Lombard Ferry (Green River Mormon Ferry)	Sweetwater	WY	Rock Springs	This site, the main crossing of the Green River, was established by the Mormons to "help subsequent Mormons and also as a commercial venture." The crossing is mentioned in many traveler's journals.	Listed	Public(USFW)	Oregon, California, Mormon Pioneer	Gas development and fossil collectors are threats to this site; site is interpreted.
107	Church Butte	Uinta	WY	Kemmerer	Church Butte is thought to have been named first by fur traders. Mormons are also said to have held church services at this site, which became a noted landmark along the trail.	Not listed	Private	Oregon, California, Mormon Pioneer, Pony Express	Gas tanks and mineral development have negatively impacted the historic viewshed; vandalism and litter are also a problem.
108	Name Rock	Uinta	WY	Evanston	It was a camping spot where travelers inscribed their names.	Not listed	Public (BLM) / private	Oregon, California	Vandalism is a big problem at this site, along with the need for stabilization measures and protection of the inscriptions. Interpretation is also needed at the site.
109	Fort Bridger	Uinta	WY	Evanston	Fort Bridger was a fur trading post established in 1843 by Jim Bridger. It became a major resting and supply point for the emigrants. This site is also where the Mormon and Oregon Trails separated. It was also the location of a stage and Pony Express station and a military post.	Listed	Public (State of Wyoming)	Oregon, California, Mormon Pioneer, Pony Express	None known
110	Coody's Bluff	Nowata	OK	Not mapped	This was the site of a trading post, camping site, and Verdigris River crossing.	Not listed	Private	California (Cherokee)	None known
111	Bent's Old Fort	Otero	CO	Not mapped	Trading post built by William and Charles Bent and Ceran St. Vrain in the fall of 1833. It was in use until 1849. It was a major supply post and rendezvous area on the Arkansas River. At La Junta, the Santa Fe Trail Mountain Branch crossed the Arkansas River and headed southwest. The Cherokee Trail continued up the north bank of the Arkansas River. The fort was reconstructed and dedicated in 1976.	Listed	Public (NPS)	California (Cherokee)	None known
112	Jimmy Camp	El Paso	CO	Not mapped	Well-used campsite and spring on Jimmy Camp Creek. Named for Jimmy Daugherty, a mountain man murdered there in the late 1830s. Mentioned by many trail users as having been the best spring water on the trail. Trail ruts are visible leaving the Jimmy Springs area.	Not listed	Public / private	California (Cherokee)	This site needs development. There is a possibility for an open space area with interpretation on public land.
113	Pikes Peak	El Paso	CO	Not mapped	The mountain was named for Zebulon Pike, who traveled portions of what would become the Cherokee Trail in 1806. Pikes Peak is the dominant natural landmark on the Cherokee Trail in Colorado. Travelers on the trail could see the peak from Bent's Old Fort to Fort St. Vrain. At its closest point, the Cherokee Trail passed 22 miles east of Pikes Peak.	Listed	Public	California (Cherokee)	None known
114	Four-Mile House	Denver	CO	Not mapped	Final stage stop before entering Denver on the combined Cherokee / Smoky Hill Trails. The original 1859 log house / tavern is the oldest standing house in Denver.	Listed	Public	California (Cherokee)	Needs increased interpretation of trails.
115	Bonner Spring	Larimer	CO	Not mapped	This site is a spring on the combined Cherokee Trail / Overland Trail. Foundation logs of the 1862-1869 Overland stage station era remain, as does the spring, which is still used by the rancher / owner of the site. Trail ruts are plainly visible leaving the spring area. About 0.25 mile to the south is the grave site of L. E. Hale, who died on the trail April 17, 1864, at the age of 19 months.	Not listed	Private	California (Cherokee)	Housing developments are encroaching; grave site is not well marked.
116	Virginia Dale	Larimer	CO	Not mapped	Virginia Dale was an Overland stage station on the combined Cherokee / Overland Trail. The station was named for the wife of an Overland Stage Line employee, Joseph Slade. It is the only remaining Overland Stage Line station building in Colorado.	Listed	Private	California (Cherokee)	Needs trail interpretation and expanded trail events.

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117	Encampment River	Carbon	WY	Not mapped	The Cherokee Trail's south branch crossed the Encampment River near the towns of Riverside and Encampment. The river was among the largest of the many streams between the Sierra Nevada and Medicine Bow Mountain ranges.	Not listed	Private	California (Cherokee)	None identified at this time.
118	Twin Groves	Carbon	WY	Not mapped	The Cherokee Trail's south branch crossed the Continental Divide at Twin Groves, at the north end of the Sierra Nevada Mountain range. The trail today is a slightly used two-track road running between the two groves of trees. From a county road, trail ruts are visible east of the Continental Divide.	Not listed	Private	California (Cherokee)	None identified at this time.
119	Point of Rocks	Sweetwater	WY	Not mapped	After traversing the Great Divide Basin, the Cherokee Trail's north branch struck Bitter Creek at Point of Rocks. The natural rock formation was a major trail landmark at a sharp south bend in Bitter Creek. Travelers noted "White Sulphur Springs" in the area. The area is accessible from Interstate 80 at exit 130.	Listed	Public (BLM) / private	California (Cherokee)	Interpretation of Cherokee Trail with existing Overland Trail signs.
120	West End, Sublette Cutoff	Lincoln	WY	Fontenelle Reservoir	This is the point where the Sublette Cutoff rejoins the main emigrant route.	Not listed	Private	Oregon, California	None known
121	Bear River Crossing	Uinta	WY	Evanston	This site was the last major river crossing in Wyoming.	Not listed	Private	California, Mormon Pioneer, Pony Express	None known
122	The Needles	Uinta	WY	Ogden	This is a prominent landmark on the trail near the Wyoming-Utah border.	Not listed	Private	California, Mormon Pioneer, Pony Express	None known
123	Big Mountain Pass	Morgan	UT	Salt Lake City	This was an important and difficult crossing for the emigrants. The four mile climb up Little Emigration Canyon to Big Mountain Pass was the longest sustained climb on the trail thus far.	Not listed	Public	California, Mormon Pioneer, Pony Express	None known
124	Little Mountain Summit	Salt Lake	UT	Salt Lake City	This was another important summit in the emigrants' trip.	Not listed	Public (Highway right- of-way)	California, Mormon Pioneer, Pony Express	None known
125	Indian Ford of the Jordan River	Utah	UT	Provo	This is a pristine site on a bend in the Jordan River. It was a historic crossing and a fishing location for American Indians. It was later used by settlers, emigrants, and the Pony Express, even after a bridge was built farther south on the Lehi road.	Not listed	Private	Pony Express	Eventually it will be threatened by residential and / or commercial development. Permission required to visit.
126	Camp Floyd / Stage Coach Inn	Utah	UT	Rush Valley	Named for the Secretary of War, Camp Floyd was established in 1858 and commanded by Albert S. Johnston. It was the second military installation built in Utah and formed the state's third largest community. Camp Floyd was located southwest of Salt Lake City near the town of Fairfield. At the time of the Pony Express, Camp Floyd provided troops for protection against Indian attacks and served to keep the trail open for the Pony Express, stage lines, and other travelers.	Listed	Public (State of Utah)	Pony Express	None known. The inn serves as a visitor center, and there is an interpretive panel in the picnic area.
127	Faust Junction	Tooele	UT	Rush Valley	Named after station keeper "Doc" Faust, the station was a two-story stone structure. A change of riders took place and the mail stage stopped for rest breaks at this station.	Not listed	Private	Pony Express	Vandalism; planes fly over regularly, nerve gas sensors nearby; marker (more than a mile north and east of station) was constructed in 1939 by the Civilian Conservation Corps as part of a project to mark the original Pony Express Trail.

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128	Simpson Springs	Tooele	UT	Rush Valley	This station bears the name of explorer Captain J. H. Simpson, who stopped here in 1858 in search of an overland mail route between Salt Lake City and California. Simpson Springs became one of the most prominent stations in the West Desert, due to the availability of excellent water. George Chorpenning established his second mail station at this site in 1858, which was later used by the Pony Express and Overland Stage line. A number of structures are known to have been located in the vicinity of Simpson Springs over the years. The station is a replica built in 1976.	Not listed	Public (BLM)	Pony Express	None known
129	Boyd's Station	Juab	UT	Fish Springs	This station is one of the best preserved Pony Express stations in Utah. The relay station derived its name from Bid Boyd, a station-keeper who continued to live here until the turn of the century. Only a portion of the rock walls that once provided protection now remains. The structure was small and contained gun ports. The living quarters consisted of bunks built into the walls, with boxes and benches used as furniture.	Not listed	Public	Pony Express	None known
130	Willow Springs Station	Juab	UT	Fish Springs	On the Bagley Ranch in Calleo, there is a building purported to be the old Willow Springs Station. The ranch has been owned by the Bagley family for well over 100 years. The building has been modified and has had a concrete floor added. It has been used for various aspects of ranch life for many years. Some artifacts dating to the Pony Express / Telegraph era are on site.	Not listed	Private	Pony Express	No threats as long as the present family maintains ownership. They are very proud of the structure and welcome visitors.
131	Benson' s Mill	Tooele	UT	Tooele	Benson's Mill, the oldest building in Tooele County, was constructed in 1850.	National Historic Landmark	Public (State Park)	California (Hastings Cutoff)	None known
132	Timpie Point	Tooele	UT	Tooele	It is the northern tip of the Stansbury Mountains. From this location, one can get a good view of the Hastings Trail as it hugs the point and passes the Big Springs often mentioned in emigrant journals.	Listed	Public	California (Hastings Cutoff)	None known
133	Spring at Dell Ranch	Tooele	UT	Tooele	This site functioned as a campsite and source of fresh water for gold seekers. In 1850, John Wood mentioned that 50 wagons were camped at these springs.	Not listed	Private	California (Hastings Cutoff)	None known
134	Rock Ledge Overlook	Tooele	UT	Tooele	This rock ledge overlooks the junction of the 49er Trail from Dell Spring and the Hastings Cutoff.	Not listed	Public	California (Hastings Cutoff)	None known
135	Hope Wells	Tooele	UT	Tooele	Hope Wells is just west of Iosepa. Emigrants had to travel for 83 miles to get to the next good water source at Donner Springs. The emigrants cut grass for the animals and carried all the water they could from these springs.	Not listed	Private	California (Hastings Cutoff)	None known
136	Redlum Spring	Tooele	UT	Tooele	Redlum Spring was a camping site and spring with brackish water. It was the last possible place to get water before the desert crossing. Donner Springs, the next available water, was 83 miles away.	Not listed	Public	California (Hastings Cutoff)	None known
137	Hastings Pass	Tooele	UT	Tooele	This site is a difficult 0.3-mile ascent, which was described by Lienhard in his journal.	Not listed	Public	California (Hastings Cutoff)	None known
138	Grayback Hills	Tooele	UT	Bonneville Salt Flats	Just west of the summit of Grayback Hills, wheel marks are visible for 0.25 miles in basaltic rocks.	Not listed	Public	California (Hastings Cutoff)	None known
139	Floating Island	Tooele	UT	Bonneville Salt Flats	This was an important emigrant landmark on one of the most difficult sections of the Hastings Cutoff.	Not listed	Public (BLM)	California (Hastings Cutoff)	None known
140	Playa Wagon Tracks	Tooele	UT	Newfoundland Mountains	Wagon tracks can still be seen on the mud flats a mile east of Donner Springs. This site is only accessible during dry weather and at the end of summer. These tracks have not been disturbed in the last 150 years.	Not listed	Public	California (Hastings Cutoff)	None known

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141	Donner Springs	Tooele	UT	Newfoundland Mountains	The famous spring at the base of Pilot Peak, where emigrants came to quench their thirst after crossing many miles of barren desert.	Not listed	Private	California (Hastings Cutoff)	None know; interpretive kiosk established by OCTA in 1994.
142	Halls Spring	Tooele	UT	Wendover	The Bidwell-Bartleson Party stopped at this spring. The Harlan-Young, Lienhard, and Donner parties also rested at this spring. The trail passes by the spring.	Not listed	Public	California (Bidwell- Bartleson; Hastings Cutoff)	None known
143	Haight Creek (Kaysville)	Davis	UT	Ogden	The first camping place on the cutoff after leaving Salt Lake City.	Not listed	Private	California (Salt Lake Cutoff)	None known
144	Hampton Ford on the Bear River	Box Elder	UT	Tremonton	First emigrant crossing took place in 1849. The ferry was used in 1853, and a bridge was constructed in 1859. It became a Mormon enterprise from 1850-1869.	Not listed	Private	California (Salt Lake Cutoff)	Honeyville Dam
145	Rocky Ford on the Malad River	Box Elder	UT	Tremonton	This crossing was found by the Bidwell-Bartleson party after traveling upstream to cross the Malad River. The crossing had already been used for years by Indians and fur trappers. After 1848, emigrants on the Salt Lake Cutoff also used it.	Not listed	Private	California (Bidwell- Bartleson)	None known
146	Uddy Hot Springs	Box Elder	UT	Tremonton	These springs are on the west bank of the Malad River and were described by the Bidwell-Bartleson party after they crossed at Rocky Ford.	Not listed	Private	California (Bidwell- Bartleson)	None known
147	Pilot Springs	Box Elder	UT	Grouse Creek	It was used by California emigrants, the returning Mormon Battalion, and previously, by nearby American Indian tribes.	Not listed	Private	California (Salt Lake Cutoff)	None known
148	Goose Creek	Box Elder	UT	Jackpot	This was a place of good water and good grass in very scenic volcanic country. It was often described in emigrant accounts. It was also an area of Indian-emigrant conflicts. There are many names carved into soft rock formations along the course of the creek.	Not listed	Private / public (BLM)	California	None known
149	Hot Springs at the Oneida Narrows	Franklin	ID	Preston	This campsite on the Bear River and the hot springs in the area were often described in emigrant diaries.	Not listed	Private	California (Bidwell- Bartleson)	None known
150	Thomas Fork Crossing	Bear Lake	ID	Preston	This was the site of the wagon crossing of the swift-flowing Thomas Fork. It was once the location of a toll bridge.	Not listed	Private	Oregon, California	None known
151	Big Hill	Bear Lake	ID	Preston	This site was said to be the greatest impediment on the whole Oregon Trail route, as the ascent is very long and the descent even more difficult.	Not listed	Public (BLM)	Oregon, California	This site can only be reached by crossing private land. BLM does not have an easement to access this site.
152	Smith's Trading Post	Bear Lake	ID	Preston	This is the site of a trading post operated by Peg Leg Smith, on the banks of the Bear River.	Not listed	Private	Oregon, California	None known
153	Soda Springs Complex	Caribou	ID	Soda Springs	Steamboat Spring, Wagonbox burial, Hooper Spring, and two short traces of ruts comprise a complex near the town of Soda Springs.	Not listed	Public / private	Oregon, California	None known
154	Sheep Rock (Soda Point)	Caribou	ID	Soda Springs	This site is located at the gap in the mountains near Alexander, Idaho. Here, the Oregon-California Trail heads northwest, and the Bidwell-Bartleson Trail goes south along the west side of the Bear River. Later, the Hudspeth Cutoff went directly west from this site.	Not listed	Private	Oregon, California	None known
155	Fort Hall	Bingham	ID	Blackfoot	Fort Hall was an important camping spot and trading center on the Oregon-California Trail until the middle of 1849, when the Hudspeth Cutoff was opened west of Soda Springs. From that time on, almost all travel to California took the Hudspeth Cutoff. Those traveling to Oregon continued to pass by the fort in subsequent years, until it was abandoned in 1856. The fort was built by American Nathaniel Wyeth in 1834 but became property of the Hudson's Bay Company in 1838.	Not listed	Private (Fort Hall Indian Reservation)	Oregon, California	Erosion from the Snake River.
156	American Falls	Power	ID	Pocatello	This was a natural landmark and a favorite camping area.	Not listed	Public	Oregon, California	None known

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157	Massacre Rocks	Power	ID	Pocatello	Massacre Rocks is located on the route of the combined Oregon-California Trail, but the massacre occurred in 1862, when most California-bound emigrants would have been traveling either he Hudspeth Cutoff to the south or via Salt Lake City. One and a half miles east of Massacre Rocks is the Hunt Party Historical Site, with interpretation.	Trail remnants between Massacre Rocks and Coldwater Hill to the west are listed.	Public (Massacre Rocks State Park)	Oregon, California	Museum and interpretation at Massacre Rocks State Park.
158	Register Rock	Power	ID	Lake Walcott	Site has many emigrant names and dates, some dating from 1849, which are still clearly visible.	Listed	Public (Massacre Rocks State Park)	Oregon, California	None known
159	Coldwater Hill	Power	ID	Lake Walcott	Coldwater was a camping area along the Snake River. The main trail forked here. One branch climbed over the hills to the southwest from the mouth of Fall Creek, and the other branch skirted the northern tip of these same hills just above the Snake River. The two branches came together again in Raft River Valley, about a mile northeast of the parting of the Oregon and California Trails.	Listed	Private	Oregon, California	None known
160	California Trail Junction / Raft River Crossing	Cassia	ID	Lake Walcott	Immediately after fording the Raft River, the California Trail branches south to travel up the Raft River Valley toward City of Rocks. The California Trail was opened in 1843, and this was the main route to California until the opening of Hudspeth Cutoff in 1849. There are trail markers at the parting, and nearby emigrant graves have been fenced and signed. There are traces of the trail on public lands both west (the Oregon Trail) and south (the California Trail) of the junction.	Not listed	Public (BLM)	Oregon, California	None known; access over private land from east to parting site.
161	Summit Springs / Sublett Creek Canyon	Oneida	ID	Malad City	The eastern approach to Summit Springs and the descent of Sublett Creek Canyon are often mentioned in emigrant accounts. This section of trail largely retains its natural setting.	Not listed	Public	California (Hudspeth Cutoff)	None known. It should be opened to the public and properly interpreted.
162	Raft River Narrows	Cassia	ID	Oakley	The Raft River narrows posed great difficulty to emigrants, who had to tie ropes to their wagons to prevent them from falling in the river.	Not listed	Public (BLM)	California (Salt Lake Cutoff)	None known
163	City of Rocks Complex	Cassia	ID	Oakley	One of the great scenic and historic landmarks along the California Trail, it was mentioned in almost every emigrant account. It is an area of fantastically weathered granite formations, which the emigrants fancied as steeples, hotels, houses, temples, and palaces. It includes a series of sites: Twin Sisters, a natural historic landmark; Pinnacle Pass, wide enough for one wagon; Emigrant Canyon Spring, located one mile east of where the Salt Lake Cutoff joins the California Trail; and Salt Lake Cutoff Junction, an alternate route that comes up Emigrant Canyon to join the California Trail in an open valley approximately one mile south of the Twin Sisters.	National Historic Landmark	Public (City of Rocks National Reserve) / private	California	Needs to be protected from development and from rock-climbing within the designated historic trail corridor.
164	Granite Pass	Cassia	ID	Oakley	Although never referred to in emigrant accounts as "Granite Pass," this pass was once one of the most heavily used. A rather easy ascent from the east terminated with a very steep and difficult descent westward into Goose Creek. There are several emigrant graves at the summit and along the ascent.	Listed	Private	California	Should be acquired in conjunction with the City of Rocks National Reserve.
165	Natural Bridge on Lost River	Klamath	OR	Klamath Falls	The key site to the establishment of the Applegate Trail, this natural phenomenon consists of two parallel sandstone formations, each ten to fifteen feet in width, just under the surface of the Lost River. Within the Lower Klamath Lake basin, no other practical fords for wagons existed. The site today is used as the foundation for an irrigation-diversion dam.	Not listed	Private	California (Applegate)	Regular sign maintenance.

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166	Upper Klamath River Crossing	Klamath	OR	Klamath Falls	The 1846 Applegate Trail route crossing of the Klamath River.	Not listed	Private	California (Applegate)	None known
167	Lower Klamath River Crossing	Klamath	OR	Medford	The Applegate Trail route crossing of the Klamath River from Bear Valley cutoff; initiated by Levi Scott in 1847.	Not listed	Public	California (Applegate)	Regular sign maintenance.
168	Jenny Creek Wagon Slide	Jackson	OR	Medford	The location of the wagon descent to Jenny Creek ford.	Not listed	Private	California (Applegate)	None known
169	Tub Springs State Wayside	Jackson	OR	Medford	An Oregon State Park that contains a short trail along wagon ruts of the Cascade Wagon Road.	Not listed	Public(OPRD)	California (Applegate)	Regular sign maintenance.
170	Cascade Mountain Summit	Jackson	OR	Medford	From this point, emigrants crested the Cascade Mountains and descended into Tyler Creek; junction with Pacific Crest National Scenic Trail.	Not listed	Public	California (Applegate)	None known
171	Tyler Creek Confluence with Emigrant Creek	Jackson	OR	Medford	At this site, the Applegate trail blazers departed from the Hudson Bay trapper trail to California to seek a pass over the Cascade Mountains.	Not listed	Private	California (Applegate)	None known
172	Jacksonville Complex	Jackson	OR	Medford	This was the first town established in the area when gold was discovered in 1851-52. Settlement provided aid to emigrants on the Applegate Trail and volunteer military personnel.	National Historic Landmark	Public / private	California (Applegate)	None known
173	Valley of the Rogue State Park	Jackson	OR	Grants Pass	Oregon State Park located along the trail corridor, following the Rogue River.	Not listed	Public(OPRD)	California (Applegate)	Regular kiosk and sign maintenance.
174	Grave Creek	Josephine	OR	Canyonville	This is the site of Martha Leland Crowley's grave (1846) and an historic covered bridge.	Listed	Public (Josephine County)	California (Applegate)	Regular sign maintenance.
175	Wolf Creek Tavern State Heritage Site	Josephine	OR	Canyonville	An Oregon State Park located along the Applegate Trail route; tavern opened in the 1880s to serve the Oregon-to-California stagecoach route.	Listed	Public (OPRD and ODOT)	California (Applegate)	Regular sign maintenance.
176	Canyonville Pioneer Park	Douglas	OR	Canyonville	The descent down Canyon Creek was one of the most arduous portions of the entire Applegate Trail. In 1851, land claims were made at Canyonville and businesses started to serve travelers on the Applegate Trail.	Not listed	Public (City of Canyonville)	California (Applegate)	Regular kiosk and sign maintenance.
177	Pleasant Valley / Yoncalla Complex	Douglas	OR	Cottage Grove	Here, the Applegate Trail split into two branches. The eastern fork of the trail, opened in 1846-47, crossed over the Calapooya Mountains to the Coast Fork of the Willamette River, where it followed the Willamette Valley north. The western branch closely followed the Hudson Bay trappers trail to California. It became part of the Applegate Trail after the Applegate families relocated their homesteads to Yoncalla and developed the route as a shorter way to the west side of the Willamette Valley. In Yoncalla, an Applegate monument is located at the corner of Front and Applegate Avenue, and nearby is the historic Charles Applegate house. North of Yoncalla, a historic marker commemorates the location of the Jesse Applegate homestead.	Charles Applegate House is listed.	Public / private	California (Applegate)	Regular sign maintenance.
178	Long Tom River Crossing	Benton	OR	Eugene	This Oregon State Park is located along the eastern branch of the Applegate Trail, near the crossing of the Long Tom River. The eastern and western branches of the trail rejoin here.	Not listed	Public(OPRD)	California (Applegate)	Regular sign maintenance.
179	Mary's River Crossing	Benton	OR	Corvallis	In 1846, the Mary's River represented the last time that the emigrants would need to disassemble their wagons and ferry them across a river on canoe.	Not listed	Public (City of Corvallis)	California (Applegate)	Regular kiosk and sign maintenance.
180	La Creole (Rickreall) Creek Complex	Polk	OR	Corvallis	The official beginning and end of the Applegate Trail, La Creole Creek (now Rickreall Creek) was the gathering site where the company of trail blazers met in 1846 before departing on their trek to seek out a southern route from the Oregon Trail into the Willamette Valley.	Not listed	Public / private	California (Applegate)	Local directional signing; regular kiosk and sign maintenance.

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181	Pilot Peak	Elko	NV	Wells	This peak, over 11,000 feet in elevation, served as a landmark for travelers. From the top of the peak, it is possible to get an overview of the Hastings Cutoff from the Utah border to Silver Zone Pass. It also offers a good view of the salt flats. This was the route taken by Fremont (1845), Bidwell-Bartleson (1841), Bryant-Russell (1846), and others.	Not listed	Public	California (Hastings Cutoff)	None known
182	Bidwell Pass	Elko	NV	Wendover	The trail is near the Wendover to Lucin Road, about one mile east of Bidwell Pass. The pass has not officially been named, but should be. An interpretive panel is being built for this site. This is the area where Edwin Bryant followed the Bidwell wagon tracks for 2 or 3 miles five years after the Bidwell party had passed.	Not listed	Public (BLM)	California (Hastings Cutoff)	None known
183	Silver Zone Pass	Elko	NV	Wendover	The spring in Silver Zone Pass was mentioned and used by the early emigrants. It was the only water between Halls Spring and Big Springs.	Not listed	Private	California (Hastings Cutoff)	None known
184	Big Springs	Elko	NV	Wendover	Big Springs is at the base of the Pequop Mountains. In 1841, the Bidwell-Bartleson party abandoned their remaining 7 wagons here and packed their necessities on horses, mules, and oxen. Edward M. Kern, Talbot's topographer, recorded seeing the Bidwell Trail, as did Edwin Bryant. It is probable that the Hastings Wagon Trains followed the Bidwell Trail from Donner Springs to Big Springs, as did the 49ers through 1850.	Not listed	Private	California (Hastings Cutoff)	None known
185	Flowery Lake Springs	Elko	NV	Wendover	These springs are about two miles east of Flowery Lake (also known as Railroad Pass or Jasper Pass). These springs were used by the Fremont, Clyman, and Bryant parties.	Not listed	Public	California (Hastings Cutoff)	None known
186	Mound Springs	Elko	NV	Wendover	These springs were a curiosity to all the emigrants because they flowed out of low mounds of earth. Edward M. Kern called them Whitten's Springs. This is the location where Fremont split his pack party, sending Talbot with the majority of the party west, while he and the remainder of the part went south and west.	Not listed	Private	California (Hastings Cutoff)	None known
187	Warm Springs	Elko	NV	Elko	These springs are at the foot of the Humboldt Mountains. They are mentioned by the emigrants because of the large volume of water flowing out of them. Some called them Mill Springs because of their volume. From these springs, the pack parties climbed over the Humboldt Mountains and through Secret Pass to, or from, the California Trail. The Hastings Trail headed southwest.	Not listed	Private	California (Hastings Cutoff)	None known
188	Sulphur Hot Springs	Elko	NV	Elko	These springs are at the foot of the Ruby Mountains and were a wonder and a curiosity to the early emigrants.	Not listed	Private	California (Hastings Cutoff)	None known
189	Cave Creek	Elko	NV	Ruby Lake	This creek flows out of a cave at the foot of the Ruby Mountains. It is curious that Jefferson and Reed, traveling in 1846, noted the existence of Cave Spring, while no mention of it is made in any of the journals of 1850. This spring, the night encampment, is located 19.5 miles south of the old Ruby Valley post office and lies at the base of Pearl Peak, which is 11,000 feet high.	Not listed	Public	California (Hastings Cutoff)	None known
190	Overlook South Fork of the Humboldt River Gorge	Elko	NV	Elko	This site was often mentioned in journals, some giving extensive descriptions of travel through the gorge. The Bidwell party was the first group of emigrants to travel down this gorge to the Humboldt River. The view from the overlook site down into the canyon is very impressive. One can see what the emigrants went through, winding back and forth across the river. A hiking tour through the gorge would be well worth the effort.	Not listed	Public / private	California (Hastings Cutoff)	None known
191	Record Bluff	Elko	NV	Jackpot	Emigrants marked their names on this cliff, which is near Goose Creek.	Not listed	Private	California	Natural erosion and boring insect damage are destroying the inscriptions.
192	Rock Springs	Elko	NV	Jackpot	Emigrant camping area.	Not listed	Public (BLM)	California	Possible interpretive site.

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193	Thousand Springs Valley	Elko	NV	Jackpot	There are numerous diary accounts about this location. This site is one of the keys along the route from Ft. Hall to the headwaters of the Humboldt. It includes both hot and cold springs at the Wine Cup Ranch.	Not listed	Public (BLM) / private	California	None known; BLM has established an interpretive kiosk at Wine Cup Ranch.
194	Bishop Creek Cutoff / Main Trail Split	Elko	NV	Wells	Excellent trail ruts can be seen, well-marked and clearly showing the original route pioneered by Walker (1843) through Bishop Creek Canyon, and by Greenwood (1845) to Humboldt Wells. This is a good overview location, with trail vistas extending over 10 miles to the wells at Wells, Nevada.	Not listed	Public / private	California	Good potential for interpretive site.
195	Humboldt Wells	Elko	NV	Wells	Water source and camping area; headwaters of the Humboldt River.	Not listed	Public / private	California	Possible interpretive site
196	Carlin Canyon	Elko	NV	Battle Mountain	The 3-mile loop along the Humboldt River was the route of the main California Trail (including Bidwell-Bartleson in 1841); the Central Pacific RR (remnants still visible); and State Route 1 (later known as the Victory Highway, then Highway 40). The only emigrants who did not use this route were those who used the Greenhorn Cutoff to the north to avoid high water in the canyon.	Not listed	Public (BLM)	California	Good interpretive potential.
197	Gravelly Ford	Eureka	NV	Battle Mountain	Humboldt River crossing and signed / fenced graves.	Not listed	Public / private	California	Erosion and dust occasionally make the ford unsafe for vehicles.
198	Site of Reed-Snyder Fight	Humboldt	NV	Winnemucca	One of the most historic sites along the Humboldt River route. Located at the beginning of the steep ascent up the sand hill at Iron Point, where on October 5, 1846, the fight between John Snyder and James Reed took place. This fight led to Snyder's death and Reed's banishment from the Donner Party, which had such an important impact on the fate of the party.	Not listed	Public (BLM)	California	A Trails West marker is located at the base of the ascent to Iron Point.
199	Humboldt Sink	Pershing / Churchill	NV	Lovelock & Carson Sink	The Forty-mile Desert trails begin at the Humboldt Sink, where the Humboldt River disappears. This was a natural dam that contained the waters of Humboldt Lake before Rye Patch Dam was built. During periods of high water, excess water flowed through a gap in the dike into the Humboldt Slough. Emigrants crossed over the dike at several points.	Not listed	Public (BOR) / private	California	None known
200	Truckee and Carson Routes Split	Churchill	NV	Carson Sink	At this spot, emigrants had to decide whether to head west for Roller Pass or southwest for Carson Pass. Donner Pass was used only through 1846; for the next two years Roller Pass was used exclusively; then in 1848 Carson Pass opened.	Not listed	Public (BOR) / private	California	None known
201	Humboldt Bar	Churchill	NV	Carson Sink	A unique geological formation resulting from prehistoric Lake Lahonton, over which the Carson route and Truckee route travel as they enter the Forty-Mile Desert. The fork of these two trails is at the base of the Humboldt Bar. This is a unique site that must be protected and preserved.	Not listed	Public (BLM, BOR) / private	California (Carson & Truckee)	There are Trails West markers on both of these trails on top of the Bar.
202	Cold Springs / East Gate Station	Churchill	NV	Smith Creek Valley	Much of the station's stone ruins still exist today. Thick walls, complete with windows, gun holes, and a fireplace identify the station and the remains of a corral nearby. The structure has no roof. The station has been structurally stabilized for preservation and safety reasons.	Listed	Public (BLM)	Pony Express	None known
203	Sand Springs Station	Churchill	NV	Fallon	The station was constructed by Bolivar Roberts, J. G. Kelly, and their crew in March 1860 for the C.O.C. & P.P. Express Company. James McNaughton managed stations operations for a time. Travelers found a reliable source of water at Sand Springs, but its poor quality often poisoned animals and probably made people ill. In addition to the Pony Express, the site served as a telegraph, freight, milling, and ranching center. Structural ruins from many of these activities still exist around the springs. After listing on the National Register, the station remains were stabilized.	Listed	Public	Pony Express	None known

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204	Fort Churchill	Lyon	NV	Carson City	Fort Churchill Station was built during the summer of 1860 by Captain Joseph Stewart and his men. This adobe fort housed the Pony Express station in its headquarters building. Construction on the fort began on July 20, 1860, along the edge of the Carson River. When Richard Burton arrived at Fort Churchill on October 19, 1860, he gave it a positive review in his journal and named Captain F. F. Flint as the commander.	National Historic Landmark	Public	Pony Express	None known
205	Little Lost Canyon	Mono	CA	Bridgeport	The trail leaves the desert terrain in Little Antelope Valley and climbs abruptly up Little Lost Canyon to the ridge overlooking Lost Cannon Creek.	Not listed	Public	California (Walker River- Sonora)	None known
206	Upper Levitt Meadow	Mono	CA	Bridgeport	Unable to follow the West Walker River through its narrow gorge out of Levitt Meadow, the emigrants created a trail up a narrow cleft in the granite. The route is clogged with boulders, making it appear impossible that wagons could have actually passed through such a rugged canyon, but physical evidence there confirms that they did. Once they had struggled to the top of the ridge, they were forced to lower their wagons down the other side with ropes anchored around juniper trees.	Not listed	Public (Hoover Wilderness Area)	California (Walker River- Sonora)	None known
207	Browder Flat	Mono	CA	Bridgeport	At this point, the emigrants faced the most difficult and precarious climb of the entire route, a half-mile long haul up to Fremont Lake. Here, many wagons were abandoned and equipment jettisoned as emigrants consolidated and lightened their loads to prepare for the arduous ascent. Later travelers, such as James “Grizzly” Adams, noted the number of wagons abandoned at the site. It may also have been the location of a trading post, set up on the eastern side of the summit in 1853 to provide aid to travelers.	Not listed	Public (Emigrant Wilderness Area)	California (Walker River- Sonora)	None known
208	Approach to Fremont Lake	Mono	CA	Bridgeport	This short section of trail is one of the steepest and most challenging portions of any emigrant route, traversing over granite and winding circuitously among boulders. In one place, the emigrants paved a steep ramp with granite slabs to allow their wagons passage up the side of a rock wall. Diary accounts describe the wreckage of numerous wagons along this section. At the northern end of Fremont Lake the first party to use the trail (1852) dug a ditch to lower the level of the lake so that their wagons could ford the shallows along one bank.	Not listed	Public (Hoover Wilderness Area)	California (Walker River- Sonora)	None known
209	Upper Little Emigrant Valley	Mono	CA	Bridgeport	The actual summit of the Walker River-Sonora Trail is mislabeled on all maps. The original Sonora Pass of 1853 was one mile north of the Emigrant Pass shown on government maps. The emigrants climbed along the side of a deep, winding chasm as they worked their way toward the summit. They described crossing over snow fields as they neared the crest of the Sierra Nevada, the highest emigrant wagon pass in the United States at 9,780 feet.	Not listed	Public (Hoover Wilderness Area)	California (Walker River- Sonora)	None known
210	Hubbs Grave Site	Tuolumne	CA	Bridgeport	The Hubbs grave site, near Saucer Meadow, is marked by a carving deep set into a tree, indicating the name Hubbs and the year 1853. The stones that once covered the grave have since been used as a campfire. Nothing is known of Hubbs or of the circumstances of his death.	Not listed	Public	California (Walker River- Sonora)	None known
211	Relief Camp	Tuolumne	CA	Bridgeport	Relief Camp was the meeting site between a relief party and the emigrants of the first wagon company to use this route (1852). The following year, it was the site of a trading post set up by Sonora citizens to provide relief to emigrants along the trail. Emigrant parties stopped here to rest their stock and allow sick members to recuperate. On one occasion, a dance was held upon bare earth to celebrate their successful arrival in California.	Not listed	Public	California (Walker River- Sonora)	None known

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212	Commemorative Tire Iron	Tuolumne	CA	Bridgeport	A wagon wheel tire iron has been affixed to a rock along the trail between Relief Meadow and Upper Relief Meadow. A plaque there commemorates the emigrants of 1852-1854.	Not listed	Public	California (Walker River-Sonora)	None known
213	Burst Rock (Birth Rock)	Tuolumne	CA	Bridgeport	Birth Rock stands prominently overlooking the canyon of the South Fork of the Stanislaus River, near today's Pinecrest. In 1853, the Fischer family was caught in a snow storm while descending the Walker River – Sonora Trail. Under the overhang of the rock, Martin Fischer built a bark shelter for his family and then went to help other emigrants bring their wagons down the mountains. When his wife Katherina went into labor, four-year-old Martin George struggled through the snow to get help from an Indian guide. Little Marika Fischer was born there in the lee of Birth Rock.	Not listed	Public	California (Walker River-Sonora)	None known
214	Mormon Station	Douglas	NV	Carson City	This is a replica of a trading post on the Carson River Trail.	Noncontributing element within the National Historic District	Public (Nevada State Parks)	California (Carson), Pony Express	None known
215	Woodford's Station	Alpine	CA	Smith Valley	This was a Pony Express stop. The adjacent Old Emigrant Road, to the east, is on top of the Carson branch of the California Trail and the Pony Express route. A nice swale on the edge of the highway can be found at the junction of Old Emigrant Road and Highway 88.	Not listed	Private / public	California (Carson), Pony Express	Site needs interpretation and listing on California Department of Transportation (Cal Trans) records to protect swale from future destruction.
216	Snowshoe Thompson Cave and Ruts	Alpine	CA	Smith Valley	This cave served as Snowshoe Thompson's shelter; there is a pristine trail segment near the 3rd Crossing.	Not listed	Public	California (Carson)	Electric power line follows the Trail.
217	Hope Valley	Alpine	CA	Smith Valley	Here, at junction of Highways 88 and 89, the Pony Express cut north across the mountains and on to Placerville. Further up the valley, the Big Trees Road left the main Carson route to cross the mountains into the Angels Camp and Murphys gold mines. Hope Valley was an important camping place for emigrants after reaching the top of the Canyon (an excellent description appears in the 1859 diary of Charles True).	Not listed	Public (Forest Service) / private	California (Carson & Big Trees), Pony Express	Vandalism; Pony Express marker near junction of Highways 88 and 89 was found and replaced in June 1997 by the California division of the NPEA; needs California Trail interpretation.
218	Border Ruffian Pass	Alpine	CA	Smith Valley	This is one of California's least known Sierra Crest passes (on the Faith and Charity Valleys high potential segment of the Big Trees Road). The name has been a continuing source of conjecture by historians. The route was opened by westbound emigrant parties in 1849, surveyed and improved by the Murphys exploring party in 1855, and carried significant numbers of later emigrants, recorded as "over the Carson route." The route was heavily used by freighters as an alternate to the Placerville Road throughout the rush for Washoe Silver, until the railroad was completed and the "Ebbetts Pass" road was opened to Silver Mountain and Markleeville.	Not listed	Public (USFS, Toiyabe NF)	California (Big Trees)	None known
219	Pacific Grade	Alpine	CA	Smith Valley	The only slope of even moderate difficulty for emigrant (and later freight) wagons on the Big Trees Road was the climb west of Hermit Valley to the Pacific Summit and Mosquito Lake. Some writers gave it only brief mention as having "slowed travel." Others referred to it as an "easy grade." The crest lies at 8,050 feet, just 50 feet above the 8,000-foot Border Ruffian Pass. To the west, one writer described his experience as "downhill all the way".	Not listed	Public (UDFS, Stanislaus NF)	California (Big Trees)	None known

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220	(Grizzly) Bear Valley	Alpine	CA	San Anreas	Described by early travelers who saw and hunted bears, the name is shortened from the Grizzly Bear Valley. When travel opened over Ebbetts Pass to Silver Mountain City, the valley became the site of a Toll Station operated by Harvey Blood, who was given the franchise to open and maintain the road. His Big Trees and Carson Valley Turnpike operated almost continuously from 1863 to 1910. Immediately to the west, Big Meadow, a six to seven mile-long valley, was an often-mentioned emigrant resting point where stock could graze. The 1855 Murphy's Exploring Party described numbers of men at work "cutting grass and hauling hay to be hauled to the Big Trees," and mines and mills below.	Not listed	Private	California (Big Trees)	None known
221	Devil's Ladder	Alpine	CA	Smith Valley	This was the covered wagon route up the first summit of the Sierra Nevada on the Carson branch. It was vividly described in most emigrant diaries. Emigrants had to wait their turn, haul the wagon contents and cover up first, then double or triple team their empty wagon to get it over "slippery rock" (a major obstacle) to reach this first summit of the Sierras (East Pass). The Carson branch of the California Trail crosses the Pacific Crest Trail behind the Forest Service log cabin at the highway summit. On the upper part of the trail, the 1849 grave of an unknown member of the Independent Order of Odd Fellows, pioneer names on rocks with the date Aug. 24, 1849, and an IOU metal plaque (names have been re-touched over the years yet many have disappeared) can be found. There is also a Trails West marker nearby.	Not listed	Public (Toiyabe & El Dorado National Forests)	California (Carson)	Trail needs additional marking plus trailhead interpretation.
222	East Shore Caples Lake	Alpine	CA	Placerville	There are beautiful swales between Carson Pass and the east shore of Caples Lake. The trail leads through meadows and forests, but Highway 88 crosses it in four places before going down a steep slope to the lakeshore. In pioneer days, the Caples Lake area was a large meadow crossed by streams flowing into two small lakes. Many emigrant diaries describe resting here before starting the second and final ascent of the Sierra Nevada. From this location, one can see where the trail begins its climb up the mountain and across the perpetual snow bank to Covered Wagon Summit.	Not listed	Public (El Dorado National Forest)	California (Carson)	Highway widening, or off-highway parking, were planned a few years ago but stopped because these would have destroyed swale and vista of Covered Wagon summit; site needs interpretation.
223	West Shore Caples Lake	Alpine	CA	Placerville	Wagon trains came up from what was then the meadows, now covered by Caples Lake, and began their final ascent of the Sierra Nevada from here. Emigrant Summit National Recreation Trail goes west from this point, following the Carson branch of the California Trail up to Covered Wagon Summit, West Pass and Melissa Coray Peak. The trail continues to follow the Carson route on Squaw Ridge, goes west to the old Plasse Trading Post, and on to Tragedy Spring (past the Maiden's grave), Leek Springs Road (Mormon Emigrant Trail), and Placerville.	Not listed	Public (El Dorado National Forest)	California (Carson)	Evidence of use by mountain bikers has recently been found.
224	Emigrant Valley	Alpine	CA	Placerville	This valley was the half-way resting point, where livestock could be refreshed before the final climb up to Covered Wagon Summit and "California." Some pioneer diaries refer to this area and speak of stopping for lunch here while waiting to ascend to the summit. In 1853, there was literally a "traffic jam" along this section of trail with wagons waiting in line. In his 1849 diary, Jasper Hixson comments on looking up and seeing large crows silhouetted against the snow banks near the summit. He later realized that these were wagons.	Not listed	Public (El Dorado National Forest)	California (Carson)	Multiple use area with summer hikers, horse back riders; skiers in winter; needs interpretation of California Trail; possible future development of another ski run across face of mountain; OCTA volunteers working with ski resort to call attention to preservation of trail and to inform skiers of this historic area.

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225	Covered Wagon Summit / West Pass	Alpine	CA	Placerville	This is the summit of the Sierra Nevada on the Carson branch of the California Trail. At 9,600 feet elevation, this was the highest point for the emigrant wagons. When the pioneers reached this point, most felt they had reached California. They could look across the west slope of the Sierra Nevada and on a clear day see Mount Diablo in the San Francisco Bay area. The viewscape to the west remains essentially as it was in pioneer times. Trail marker placed and by maintained by Trails West.	Not listed	Public (El Dorado National Forest)	California (Carson)	The trail west of Covered Wagon summit is located primarily under a dirt road, opened after World War II for use by campers et al. Mountain bikers, off-road vehicles and 4-wheel drive vehicles also use it; some users access the relatively pristine east slope of the California trail; needs interpretive sign at the top.
226	Plasse Trading Post	Amador	CA	Placerville	There are trading post remains on Squaw Ridge. There are two marked, but unidentified, emigrant graves on this site. The trail leads from West Pass, along Squaw Ridge, to the Trading Post on the edge of Mokelumme Wilderness.	Not listed	Public (El Dorado National Forest)	California (Carson)	None known
227	Melissa Coray Peak	Amador	CA	Placerville	In 1848, Brigham Young recalled members of the Mormon Battalion from California to Salt Lake City. In crossing the Sierra Nevada from west to east, they opened the Carson branch of the California trail. The new route was described to pioneers they encountered along the trail during their journey to Salt Lake City. Melissa Coray accompanied her husband, a member of the Mormon Battalion, on their trip west to California in 1846. She was the only woman in the company that made the trip east in 1848, while opening the Carson branch of the California trail. In 1993, this peak was named in her honor and also for all pioneer women on the California Trail.	Not listed	Public (El Dorado National Forest)	California (Carson)	There is a remote weather station located on top of the peak; at one time there was talk about moving it elsewhere, but nothing has been done; motor bike tracks have been seen on this peak.
228	Tragedy Springs	El Dorado	CA	Placerville	Graves of Tragedy Spring murders. The site was named by a Mormon, Henry Bigler, when the grave of three scouts was discovered here in 1848. Mormons, who had been at Sutters Mill when gold was discovered, opened the Carson Trail while blazing a new route from California to Salt Lake City. They sent three scouts ahead to find a pass, but the men never returned. Upon reaching this hillside, a grave was discovered that contained their bodies. The names of the three men (Daniel Browett, Ezra H. Allen, and Henderson Cox) were cut into a red fir tree. This section is on display at the Marshall Gold Discovery Museum in Coloma. Along the trail west of the spring (which is covered by a wooden enclosure) is the stump of a dead tree with a blaze and the inscription "P. R. Wright, Aug. XIX, Second Company." Sgt. Phineas R. Wright was a member of another Mormon company that followed the first group, during the summer of 1848, and the date matches current research.	Not listed	Public / private	California (Carson)	Nothing is being done to preserve or save the stump; due to vandalism, the spring outlet in the parking area has been capped off; a number of years ago, a short section of trail leading from Tragedy Springs Meadow to the spring itself was destroyed when a water line was installed for nearby summer cabins; a few rocks are left showing marks from wagon tires.
229	Leek Spring Valley	El Dorado	CA	Placerville	Important emigrant camp area on Carson Trail.	Not listed	Private	California (Carson)	None known
230	Brockliss Bridge Crossing	El Dorado	CA	Placerville	The Brockliss Bridge was built in the late 1850s and used by emigrants, freighters, stagecoaches, and the Pony Express.	Eligible	Public (El Dorado National Forest)	California (Johnson Cutoff), Pony Express	Construction of new bridge, wildfire, and logging; it has significant potential as an interpretive site and to provide for a more continuous Pony Express Trail.
231	Union House	El Dorado	CA	Placerville	Site of a waystation and the junction of the Johnson Cutoff / Pony Express route and the Mormon-Carson Trail.	Not listed	Private	California (Carson & Johnson Cutoff), Pony Express	None known

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232	Sutter's Fort	Sacramento	CA	Sacramento	Sutter's Fort has been reconstructed at its original location. It commemorates John Sutter's creation of the "kingdom of New Helvetica" and the 1849 discovery of gold in California at the confluence of the American and Sacramento rivers. The fort is of adobe-stucco construction and takes up the better portion of a large city block.	California State Historical Landmark.	Public (California Dept. of Parks & Recreation)	California	Interpretation from John Sutter's point of view only; it does not address the enslavement of native California tribes who operated the fort.
233	Western Terminus	Sacramento	CA	Sacramento	The Pony Express route follows J Street, passing through the city of Sacramento, heading directly to the B. F. Hastings Building, which served as the original western terminus of the Pony Express. This area includes two Pony Express historic sites--the B.F. Hastings Building and Old Sacramento Historic Area. Other points of interest are found along the urban corridor, which is well marked.	Listed (Old Sacramento Historic Area)	Public (California Dept. of Parks & Recreation)	Pony Express	None known
234	Fernley Ruts	Washoe / Lyon	NV	Reno	An extensive sand flat north of Fernley contains a two-mile long segment of ruts. Many artifacts have been located in this area, because when the emigrants reached this vicinity, they were abandoning as many of their possessions as possible.	Not listed	Public / private	California (Truckee)	Currently private developers are negotiating with BLM to acquire these sand swales for an industrial park.
235	Dog Valley Overlook and Slide	Sierra	CA	Portola	There are many diary descriptions of Dog Valley. The descent into Dog Valley was referred to as "they have slid down the mountain like otters."	Not listed	Public (USFS, Toiyabe NF)	California (Truckee)	None known
236	Donner Memorial State Park	Nevada	CA	Truckee	This is the camp site where the Donner Party wintered during 1846-47. The Murphy cabin site is protected by the State Park. Other cabin sites can be approximately located by diary descriptions but appear to be under State Highway or private developments. The viewshed is not pristine, but this is an important site in trail history.	Not listed	Public	California (Truckee)	None known
237	Donner Pass	Nevada	CA	Truckee	This original route of wagons into California was used between 1844 and 1846. It has a great viewshed, with some impact from developments. The Donner Party and their rescuers used this pass; it was also used by foot and horseback traffic, even after the Roller Pass route opened.	Not listed	Public	California (Truckee)	None known
238	Roller Pass	Placer	CA	Truckee	The switchback to the top of Roller Pass was constructed in 1847 by the Charles Hopper Party. Pristine sections remain, including about a 30 ft section of switchback cut into the hillside at the top of the pass.	Not listed	Public (US Forest Service)	California (Truckee)	None known
239	Bear Valley	Nevada / Placer	CA	Truckee	Emigrant, Gap descent into valley, and camping area on Truckee-Donner Trail.	Not listed	Public / private	California (Truckee)	None known
240	Mule Spring	Nevada	CA	Truckee	Mule Spring was an emigrant camping area and the site of a staging camp for the Donner Party rescue.	Not listed	Public / private	California (Truckee)	None known
241	Johnson's Ranch	Yuba	CA	Yuba City	Johnson's Ranch was the first settlement reached on the Truckee-Donner Trail prior to the gold rush. This site played an important role in the rescue of the Donner Party.	Not listed	Private	California (Truckee)	The site is so threatened with unauthorized use that all visitors have been barred.
242	Beckwourth Pass	Plumas	CA	Portola	The discovery of this pass by Jim Beckwourth led to the opening of the Beckwourth Trail in 1851. There is a good hiking route along eroded wagon ruts from a stone marker at the summit to a trail marker .25 miles west.	Not listed	Public (BLM) / private	California (Beckwourth)	None known
243	Willow Springs	Pershing	NV	Eugene Mountains	Water source for travelers.	Listed	Private	California (Applegate / Lassen)	None known
244	Antelope Springs	Pershing	NV	Eugene Mountains	These springs, hardly more than seeps, were quite inadequate for the needs of the emigrants. Here emigrants had their first realization of the ordeal they were to experience while crossing to Black Rock Spring. There are some old graves near one of the springs. There is a grave marker of a woman who died in childbirth in 1860, and a slab was set into the ground marking the spot where two prospectors were killed by Indians.	Listed	Private	California (Applegate / Lassen)	A major interpretive / protective campaign needs to be instigated all along the trail in this area.

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245	Rabbithole Spring	Pershing	NV	Eugene Mountains	This was the second inadequate source of water between the Humboldt River and Black Rock Spring. Most emigrants stopped here before attempting the dry crossing to Black Rock Spring. Animals suffered from a lack of both water and grass all along this stretch of trail. This area was littered with the skeletons of oxen that had died because of insufficient water.	Listed	Public	California (Applegate / Lassen)	High recreational use of the playa of the Black Rock Desert is a threat. Nonhistoric uses and mineral development in the surrounding area threaten the integrity of this site; an interpretive / protective campaign needs to be initiated in this area.
246	Black Rock & Black Rock Springs	Humboldt	NV	Eugene Mountains	This large and impressive hot springs was a campsite. It was also the first adequate source of both water and grass in approximately 50 miles of trail from the Humboldt River.	Listed	Public	California (Applegate / Lassen)	Motorcycle use is probably damaging the desert near the site; a major interpretive / protective campaign needs to be initiated all along the trail in this area.
247	Double Hot Springs	Humboldt	NV	High Rock Canyon	These two azure springs marked the end of a moist and grassy region, which extended from Black Rock, 5 miles away. Double Hot Springs were scalding and resulted in some tragedies for unwary travelers. Ditches 0.25 mile long were dug to let the water run off and cool down. The water is still very hot at the far end of those ditches.	Listed	Private	California (Applegate / Lassen)	A major interpretive / protective campaign needs to be initiated all along the trail in this area.
248	Lassen and Clapper Murder Site	Humboldt	NV	High Rock Canyon	Peter Lassen was murdered near Paiute Peak, while on a prospecting trip. Clapper was killed at the same time. Both bodies were reported buried in Clapper Canyon. Later, Lassen's body was exhumed and buried in a more elegant grave in Susanville. In the early 1990s, part of what is believed to be Clapper's remains were discovered and were reburied in Susanville, next to Lassen's grave.	Listed	Public (BLM)	California (Applegate / Lassen)	Nonhistorical uses as well as mineral and other development in the surrounding area threaten the integrity of this site; interpretive monument installed by OCTA and BLM.
249	Mud Meadows	Humboldt	NV	High Rock Canyon	Mud Meadows was a campsite that included several hundred acres of level, deeply grassed plain. Emigrants encountered Indian tribes here.	Listed	Public / private	California (Applegate / Lassen)	A major interpretive / protective campaign needs to be initiated all along the trail in this area.
250	Fly Canyon Wagon Slide	Humboldt	NV	High Rock Canyon	A rocky, 45-degree angle slope of about 200 feet where emigrants either lowered their wagons with ropes, locked the wheels with chains or poses, or added an extra team of oxen to slow the momentum. Although most efforts were successful, occasionally, control was lost and wagons crashed to the bottom of the canyon.	Listed	Public	California (Applegate / Lassen)	Emigrant writings in Fly Canyon are subject to defacement. A major interpretive / protective campaign needs to be installed all along the trail in this area.
251	High Rock Canyon	Washoe	NV	High Rock Canyon	This is a marvelous canyon that provides an exceptional experience of the trail. The following are important sites associated with the canyon: Indian Cave, Register Rock, and Stevens Camps and Springs. At the upper end of the canyon, an excellent hiking experience is available through a unique, mile-long, narrow, high-walled canyon,	Listed	Public (BLM)	California (Applegate / Lassen)	None known; there is a Trails West marker at the entrance to Upper High Rock Canyon.
252	Bruff's Singular Rock	Washoe	NV	Vya	This large, well-known volcanic rock formation was sketched by J.G. Bruff. Trail ruts pass in front of the rock, which is close to Massacre Ranch. Emigrants stopped for water at this site.	Not listed	Public (BLM)	California (Applegate / Lassen)	None known
253	Hot Springs	Modoc	CA	Cedarville	This emigrant watering place was encountered upon entering Surprise Valley, between Upper and Middle Alkali Lakes. A Trails West marker is located here. The location is often described in emigrant diaries.		Public (BLM)	California (Applegate / Lassen)	

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254	Fandango Pass	Modoc	CA	Cedarville	Sierra Nevada crossing by the southern route to Oregon. The east base of Fandango Pass was an important staging area for the final ascent of the pass. A Trails West marker and monument are located there.	Not listed	Private / public (BLM, MNF)	California (Applegate / Lassen)	None known
255	Conical Rock Formations	Modoc	CA	Cedarville	These very visible, numerous, and unique conical rock formations are located on the XL Indian Reservation, where the Lassen Trail entered the valley of the North Fork Pit River. These formations were often mentioned in emigrant diary accounts.	Not listed	Public (USFS, Modoc NF)	California (Lassen)	None known; a Trails West marker is located at the base of these rocks.
256	Feather Lake	Lassen	CA	Burney	This major camping area was often described in emigrant diaries. It is located at the south crossroads of the Lassen and Nobles Trails, about 5 miles south of the Bogard Ranger Station, off Hwy 44.	Not listed	Public (USFS, Lassen NF)	California (Lassen / Nobles)	None known
257	Duck Lake	Lassen	CA	Susanville	This major camping area was often described in emigrant diaries. It is located about 4 ½ miles north of Westwood, just off County Road A21.	Not listed	Private (but surrounded by USFS land)	California (Lassen)	None known
258	Deer Creek Meadows	Tehama	CA	Lake Almanor	This emigrant camping area, often described in emigrant diaries, was the site of major government relief efforts in 1849.	Not listed	Private	California (Lassen)	Owners are receptive to the placement of interpretive signs.
259	The Narrows	Tehama	CA	Lake Almanor	Emigrants looked down from this narrow dividing ridge into the deep canyons of Deer Creek and Mill Creek. Often mentioned in emigrant diaries, it is located one mile northeast of Bruff's Camp.	Not listed	Public (USFS, Lassen NF)	California (Lassen)	A Trails West marker is located at the Narrows.
260	Steep Hollow	Tehama	CA	Lake Almanor	This was the last major obstacle for emigrants on the Lassen Trail before reaching Lassen Ranch in the Sacramento Valley. Archeological site surveys have located numerous emigrant artifacts at the bottom of the hollow, where wagons had to be abandoned. It is located at the western end of the Ishi Wilderness Area.	Not listed	Public (USFS, Lassen NF)	California (Lassen)	Trails West markers locate the descent and ascent to Steep Hollow.
261	Fiddlers Green	Modoc	CA	Tule Lake	Camping spot for the volunteers sent out to help wagon trains through the Modoc Indian country; Jesse Carr's ranch headquarters; Jesse Applegate's home. This area is underwater for most of the year, but the location (on the edge of Clear Lake) can be viewed from the roadway.	Not listed	Public	California (Applegate)	None known
262	Burnett Cutoff	Modoc	CA	Tule Lake	This 1848 branch from the Applegate Trail was made by gold rush Oregonians under the leadership of Peter Burnett. The original survey of this route was made by Daniel Major's survey party in 1868.	Not listed	Private	California (Applegate, Burnett)	None known
263	Bloody Point	Modoc	CA	Tule Lake	Site where one wagon train circled and fought off several Indian attacks; possibly an earlier wagon train was destroyed at the same site. Historic Indian camp and petroglyphs nearby are under jurisdiction of Lava Beds National Monument.	Not listed	Private	California (Applegate)	None known
264	Yreka Trail Turnoff	Siskiyou	CA	Tule Lake	This branch from the Applegate Trail was developed in 1852. Yreka settlers also provided aid to emigrants and served as volunteer military personnel.	Not listed	Private	California (Applegate, Yreka)	None known